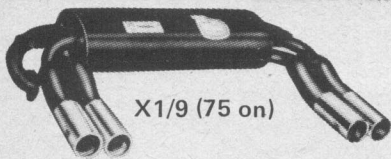
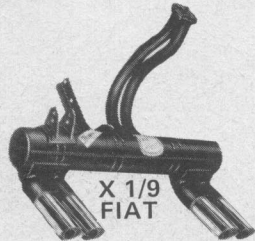


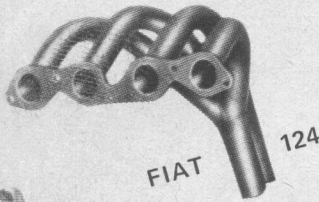
ANSA



X1/9 (75 on)



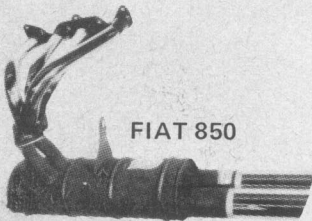
X 1/9
FIAT



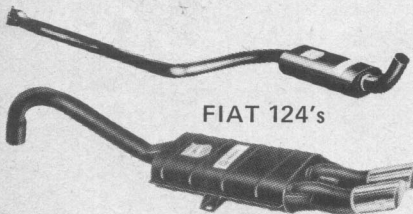
FIAT 124



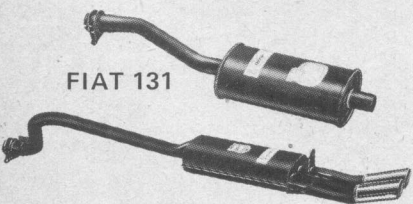
FIAT 128



FIAT 850



FIAT 124's

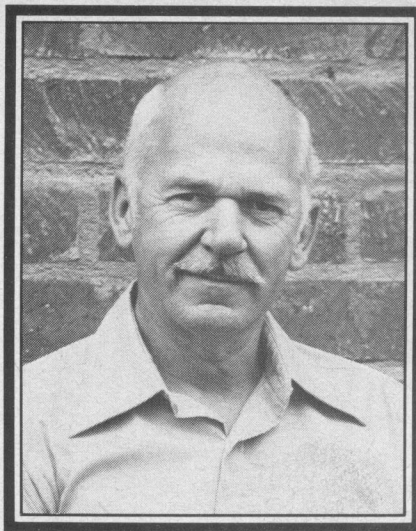


FIAT 131

SEDAN COUPE SPYD

Model _____ Year _____
 Name _____
 Address _____
 City _____ State _____ Zip _____

Immediate Shipment Anywhere
 Consumers / Dealers / Wholesalers -- Inquire
Conti Enterprise Corp. USA IMPORTER
 163-15 46th Ave., Flushing, N.Y. 11358 (212) 358-1541



Profile:

KAS KASTNER

"Anybody can give you romance, I can give you results."

BY JAMES T. CROW

PHOTO BY DOROTHY CLENDENIN

ALL WEARING A neat moustache that is mostly gray, a deep suntan across an expanse of scalp that goes up through the place his hair used to be, 49-year-old R.W. "Kas" Kastner finds life pretty good. He's had several careers in his time, had more than his share of success at most of them and is now embarked on another, which may be the best yet. Though he can laugh and say, "A development engineer is any guy who can sharpen a pencil with two different knives," he is the epitome of a breed that has the ability to combine curiosity with ingenuity and determination to come up with a better way of doing an old task or devising a practical solution to a new one.

Kas was born and grew up in Batavia, New York, went into the army, which sent him to Colorado, a kind of country he discovered he liked. After the army he went back to Batavia where, at the age of 19, he taught himself to drive in a 1934 Plymouth with "floating power," then headed west to find his fortune, \$20 in his pocket. In 1951 he read a piece by Tom McCahill in *Mechanix Illustrated* which resulted in his buying what was probably the first Crosley Super Sports west of the Mississippi.

After a couple of years in Colorado he moved to Salt Lake City and it was there that he acquired his first imported car, a 1952 MG TD. He learned about limits of adhesion and other important facts of life by flogging the TD over the roads of an abandoned army base in company with other Salt Lake sports car owners and in 4000 miles had worn the original tires right down to the cord. Because he spent so much of his time going sideways, he developed what might be called a "looking over the door" driving style, which was to continue throughout his career as a driver.

Until he bought the MG he had never been at all interested in how a car worked. "I didn't know a camshaft from a sparkplug," he says. "I might have known where to find a sparkplug but I couldn't have told you what a camshaft was, where it was located or what it did." But with the MG came an owner's manual and a small tool kit. With these he began to do what was necessary to make the car go. "I didn't know why things happened but at least I could read and follow directions." Then he acquired a copy of the factory tuning manual which described the various stages of tune to which a TD engine could be taken. Knowing nothing about theory, he followed the instructions and it worked. "It was a bomb, that car. Fastest TD around."

His interest aroused, he discovered an almost insatiable curiosity about how—and why—everything worked. He sent away for shop manuals, books and tools, and soon he was the local expert on imported cars. "That's how I learned. I repaired cars. Literally. If the voltage regulator wasn't working, I took it apart and fixed it. I had to. There weren't any replacement parts. So I repaired it. After I figured out how it worked."

He'd had many jobs by this time, including such things as plating baby shoes, working as credit manager for a Chevrolet dealer and being a railroad telegrapher for Union Pacific, as well as his part-time business as shade-tree mechanic. His local reputation as a man who could fix it finally became so great that he was offered a job as parts and service manager for the imported car distributor in Salt Lake City.

Going fast in a sports car had become important to him by this time. He went as a spectator to the first sports car races held at Aspen, Colorado and knew immediately that this was something he was going to do. A few months later his local sports car group joined a motorcycle club in staging a road race at Midvale Airport south of Salt Lake City and it is typical of Kas that he won the first race he ever entered.

The following spring Kas and a friend, John Brophy, went to California to see the races at Pebble Beach. There, on a rain-soaked weekend, he saw Ken Miles' first MG special, R1 (*Road & Track*, February 1977), and a host of new possibilities presented themselves. Back home it wasn't long before Kas went to the local Sears store to buy roofing aluminum at \$4 a sheet and was into construction of his first MG special. With this car he went to the second Aspen race and blew the doors off everything in his class until a fuel

DYNAMITE SHINE.



IT'S SO EASY.

© 1978 S. C. Johnson & Son, Inc.

KASTNER

line fitting broke. "That was a neat car, it had louvers in the hood and it was my great love in motor cars."

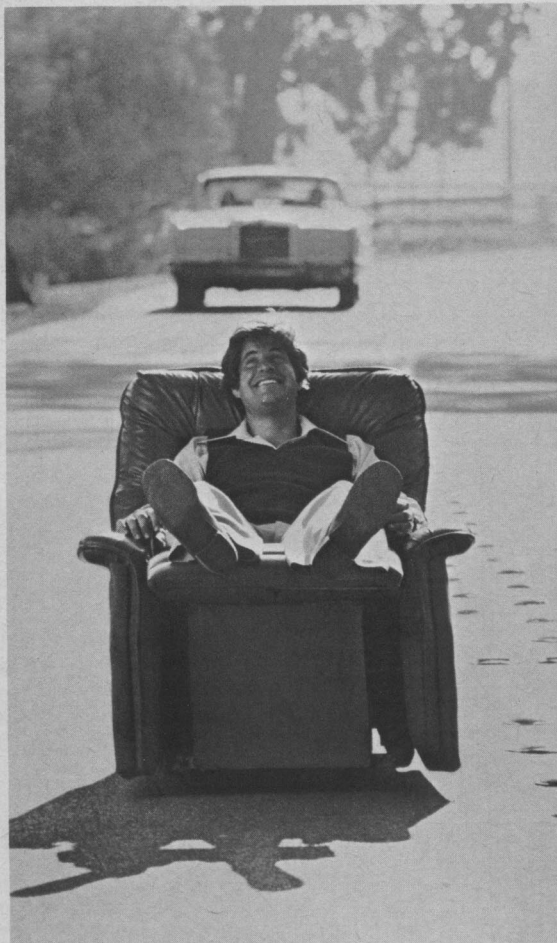
He raced every time there was an event he could get to in a weekend and he always drove the car to the race, then drove it home again, cleaned it and then drove it to work the next morning. He had to. It was the only car he owned.

It was in 1954 at Steamboat Springs, Colorado that he raced a Triumph for the first time, the marque with which his name was later to be closely associated. A local dealer had a TR2 he wanted raced and Kas was invited to race it. Which he did. And won.

In 1956, ready for a change, he moved to southern California and went to work for Williamson Motors, first as a mechanic, later as service manager, at the same time getting his feet wet in a tougher racing league driving another TD. Two years later he went to work for the Triumph distributor, Cal Sales, and switched to a TR3. The TR3 was in the same class as the Porsche 1600 Super and the Morgan in those days and the competition was fierce. He was part of a group of tough competitors from the Pacific Sports Car Club and was not only preparing his own car but helping a whole flock of Triumph drivers go faster than Triumphs had ever gone before. Kas's best year as a driver came in 1959 when he won championships in both SCCA and Cal Club racing and his competition included such drivers as Ronnie Bucknum, Lew Spencer and George Follmer.

By 1960 Triumph had taken over the distributorship and passed down a rule that employees were not allowed to drive racing cars. Coincidentally, Kas had gone on his head in a big way at Santa Barbara not long before and was ready to take up another kind of challenge.

This job ultimately evolved into his being Competition Director for Triumph in the U.S. Perhaps his most valuable contribution during those years was making the Triumph name respected among enthusiasts. He took the car the factory produced, figured out what was going to be needed to make the car competitive, designed or re-designed the parts, directed a team of cars to provide the development and then made those parts available to all Triumph owners. For the Triumph driver who raced in the Sixties, Kas was the man who made it happen. Perhaps even more important, he provided communication. He wrote tuning manuals that were models of simplicity and clarity, providing the kind of information and instruction he knew were needed. He also communicated with the factory, providing information



Hi-Way Fidelity from Clarion.

Home Quality Sound For Your Car.

Don't leave hi-fi sounds at home. Now you can take them along on the road with a Clarion Hi-Way Fidelity™ system. It's the first completely matched high power, low distortion hi-fi system designed exclusively for a car, truck, or van. And it's available now at popular prices.



CLARION
The Car Entertainment Company

5500 Rosecrans Ave., Lawndale, Calif. 90260
(213) 973-1100 • TELEX: CLARION LSA 66-4447

"Una combinazione unica."

"A unique combination" of quality, craftsmanship and value is what Veltro steel belted radials are all about.

Made in Italy, Veltros are "S" or "H" rated and mounted as original equipment



in Italy and France.

With 30 sizes, including the "70 series," Veltros are still priced right. Write or call Ceat today for the name of your nearest dealer.

WRITE TO OUR AKRON OFFICE FOR YOUR FREE COPY OF THE OCTOBER 1977 ROAD & TRACK RADIAL TIRE COMPARISON TEST.

VELTRO BY CEAT

pronounced chay - ott

645 Madison Avenue, New York, N.Y. 10022. (212) 486-1975
156 South Main Street, Akron, Ohio. 44308. (216) 253-3926

KASTNER

that resulted in their producing better cars. During this decade he also initiated what is now known as the driver's assistance program, which offered financial support to Triumph drivers who did well in club racing. He also ran a team of cars in the Shell 4000 rally across Canada, twice took teams to the Sebring 12-hour and built a sensational looking car to a Pete Brock design called the TR250K. And all this was done on a budget smaller than a shoestring, considering the size of most racing budgets, one so small that there were individual car owners who spent more money, with less results.

As his association with Triumph was winding down, he teamed up with his old friend Brophy to run an independent racing operation and that lasted until late 1973 when the oil crisis made sponsorship impossibly scarce. So Kas took his first vacation in 16 years. In the meantime he had gotten into sailboat racing and in 1973 entered his first race. Characteristically, he won. Two years later, at the age of 46, he won a national championship for single-handed planing dinghies in a Cyclone and was second in the 1977 nationals in his Santana 20 keel boat, the *Assassin*. The sailboat racing no doubt satisfies the demand for competition that has been part of him for so long but cars are still an important part of his life.

He has put his ingenuity to work on turbocharging, for instance. He has developed turbo kits for the Triumph TR7 and the Honda which add a scintillating bit of performance to cars that, while fine the way they come from the factories, become much more interesting with the addition of some horsepower.

His company, Arkay, Inc (14005C S. Crenshaw Blvd, Hawthorne, Calif. 90250), is flexible and far-ranging, ready to go in any of several directions. His products reflect his interests. On the desk in his office is a length of line attached to a smooth fastener of the kind that sailors require. Called a fodgett, it fills a need. Now in the works is a patent on a simple-sounding device that could make blow-through turbocharging a practical reality, thereby solving all sorts of emission problems. Out back is the prototype for a spring and shock kit he recently developed for the Honda Accord. In the front part of his shop is a Siata 750 that he is restoring and the workmanship is beautiful, as you know it would be.

What does Arkay do? Development work. Prototypes. Takes ideas and makes them work. Induction. Suspension. Whatever.

"Anybody can give you romance," he says with his characteristic laugh. "I can give you results."

FREE! CAR STEREO CATALOG!

AND...



5 YEAR BUYER PROTECTION AGREEMENT!

California Sound, the Nations Car Stereo Experts are now with you all the way! If you have any problems within 5 YEARS OF PURCHASE, We'll take care of it for only a small service charge!

California Sound makes it easy to buy a new car stereo...

- Same Day Service
- Toll Free (WATTS)
- Super Low Prices
- Tremendous Selection
- Satisfaction Guaranteed
- Visa and Mastercharge
- 5 Year Buyer Protection

Choose from such names as Blaupunkt, Craig, Sanyo, Motorola, Pioneer, Panasonic, Jensen and More!

California Sound is all you need to know about car stereos, and our catalog is FREE! You've got nothing to lose!

**California
Sound** inc.

DEPT. 609
P.O. Box A82088
SAN DIEGO, CA., 92138

NAME _____
ADDRESS _____
CITY _____
STATE _____
ZIP _____